

STAR TUBE™ configured to be mountable into a fuel injector port 238 of an intake manifold or throttle body 236. The assembly 200 is conventionally sealed at fuel rail 230 and at port to 238, as by O-rings 209. Significantly, to provide a motive flow of gas through the STAR TUBE, an air/vapor reservoir 216 may be provided and which is sealably coupled to a top of STAR TUBE™ 208, with nozzle or tube 212 extending as shown therethrough to a point near an entrance of the STAR TUBE™. In other embodiments, tube 212 and the reservoir 216 may be shortened or omitted entirely in order to shorten the assembly 200, with fuel provided directly from the metering valve into the STAR TUBE™. Such an embodiment may be used in conjunction with heating the fuel to develop vapor that serves as a carrier gas, as will be further explained.

REMARKS

CLAIM REJECTIONS 35 USC 112

Claims 2 and 10 have been amended as suggested by the Examiner.

CLAIM REJECTIONS UNDER 35 USC 103(a)

Independent claims 1 and 13, and dependent claims 2-4 and 11-12, 14-16 are rejected over the references of Kopa in view of Wisman. Kopa provides a carburetor wherein the object is to “achieve more complete vaporization of the fuel and more complete homogenous intermixing of the fuel vapor, induction air, and exhaust gas...” (Col. 2 lines 36 - 39) and “Such